PENNSYLVANIA.

THE POLITICAL CAMPAIGN.

HARRISBURG, Pa., Sept. 5.—The political prospect in Pennsylvania, so far as an examination of the chances can now be made, is one altogether flattering and satisfactory to the Republicans, and particularly to the tariff Republicans of the country. That essential issue for Pennsylvania is sharply defined, and the Democracy-as if determined on suicide-are a unit for free trule. In every district where the ghost of a chance ex ists for electing a member of Congress, an out-and-out enemy of protection is, or will be, nominated. While in districts where the Democratic nominee is a good deal safer from majorities than from earthquakes, a tariff man may be put up, and these straw men are pointed to to show that the party is not in favor of a policy which must destroy the industry through which a large proper tion of the Democratic voters earn their bread.

In addition to the free trade position which the Democratic

racy have taken in Pennsylvania, they have made a bit-ter and indecent war on the colored people. The result is that every negro voter in the State, except such as have fallen into habits of dissipation, and so become Democrats, will be cast solid for the Republican candi dates for all offices in October. And not content with these follies, the Democratic newspapers have commit ted the blunder of becoming the warm champions of Napoleon against Germany. It is difficult to resize the anger of the Germans in this State over this universal emulty against a country revered by so large a number of the voters who annually help to swell the Democratic strength in the State. This insult to the Germans is so recent and so flagrant that the time between now and the election will not serve to heal the breach. And to all this trouble which besets our foes is superadded the hearty, generous, and universal sympathy extended by the Republican party, press, and leaders to the cause the Republican party, press, and leaders to the Galactic the Fatherland. The effect of this condition of things will be to return a Republican undority to both Houses of the Legislature. This will give us the power to redistrict the State in 1870-1 for both Congress and the Gen eral Assembly, and place the State securely in the Republican phalanx for ten years to come.

As to the delegation in Congress, more interest is ex-

cited than for anything else, merely because the Demo crats claim to be confident of their power to show a gain in the next House from Pennsylvania. Nothing, so far, indicates that this boast is justified by the facts or probabilities. The 1st District will reffect Sam Randall by majority as great as Billy McMullen wishes him to have being the head of the Democratic party of Pennsylvania, and a constituent of Randall's, whose city two years ago was 6,337. The Hd District, with a Republican majority of 2,620 in 1568, has Theo. Cuyler mocratic candidate, and O'Neill, the present member, and Creely, both ciaiming the Republican nomination. Unless this fight is made up we may lose the Efforts have already been repeatedly made to heal the breach, but, so far, they have proved unsucfive terms, and the disaffected, which so long a term of power to bestow patronage has embittered against him, demanded his scalp. After a very bitter contest the Convention met, and tactics were invoked to secure a differ ent result from the one made at the primary election.

Each accuses the other of trickery, and both have accepted nominations from fragments of the Convention, which split into two, and each claimed to be the legitimate one. The subject was referred to the City Executive Committee by the O'Neill men, but Creeley's friends ignored that body for two reasons. One was that it was packed with O'Neill's friends; and the other, that a local mittee had nothing to do with a State office. Creely, at last, secured a hearing before the State Central Con mittee, and that body authorized its Executive Commitmittee to hear the parties and decide the quar rel. Twice the Executive Committee have ap meetings, but none but Creely and his friends have attended; and so the fight goes on which may probably lose us a Congressman in a district where we have now 3,000 majority. In the HIId District, Myers has been renominated by the Republicans. The Democrats will probably give Moffatt their nomination. Two years ago Moffatt obtained the certificate of election by a majority of 127, but in a contest Myers unseated him With the negro vote and the disaffected Germans the district ought to be carried for Myers by 500 to 700. But it is one of the close ones, and needs looking after. In the lVth District, Kelley is again the Republican candi-date, and will be elected. Col. Wm. B. Thomas is his oppopent, and will receive the Democratic vote and some Republican support, but he cannot overcome the majority of 1,859 by which Kelley went through in 1868. The Vth District is another close one, with the chances now strongly in favor of the Repulleans, owing to the causes above referred to. Two years ago Reading, Democrat, carried it by a majority of 41. The cloud of voters which the XVth Amendment has gathered there will obscure the sun of success in which the Democrats expect to bask, and give us the distric. A. C. Harmer is the Re-

publican nominee. His opponet is not yet named.

In the Vith District, Stiles is shelved, and Boyer is nominated by the unterrified. The majority is 2,679 against us, and will not be much reduced. The VIIth District is ours beyond a chance. Townsend is renomi-nated, had 3,290 majority last time, and as yet has no opof Berks County. Getz is renominated, and will be re-elected by about 6,600. The IXth, Laneaster County, will reflect Dickey by about 6,000, and proved it by the enormous majority given him at the primary elections, when he had does majority. The Xth District—Leban on and Schuyikil—is really Democratic, but has been carried for four years by Gen. Cake on personal popularity. Now we have the advantage of a very strong candidate, Jno. W. Killinger, a pronounced tariff man, against Gloniger, as too nounced a Free-Trader. It is an Iron District, and by carried management we can carry it by 1900. Many Germans in both counties will vote with us. All the colored vote is ours; and the interests of the whole people are to irlimately dependent on Protection that we cannot doubt the defeat of the Free-Trade Democrat whom his party has unwisely nominated. In the

crat whom his party line interest in the Free-Train DemoCrat whom his party line interest manned, not does it
matter when they are 'the Democratic majery is 7,606.
In the XIII and the selected by the selected his the nomination for Freedent Judge of the District.
The Judge, list session, voted for the Tariff bill, and has
not his fate with fortifunde and dignity. The majority
against us was 1,289, and we cannot carry it.

The XIII his is adoubtful, and, we fear, the most
doubtful of hi the Congressional districts in the State.
Judge Mercur only carried it over Floide by 31 in 1888.
We still have the strength which so excelled a candidate
as Judge Mercur only carried it over Floide by 31 in 1888.
We still have the strength which so excelled a candidate
as Judge Mercur only carried it over Floide by 31 in 1888.
We still have the strength which so excelled a candidate
and we can expect explittle help from the colored citizens in that region. Few of them dwell there, and the
population are very "ixed" in their ways. The district
is large and badly formed, but it must be carried. In the
XIVth, John E. Packer, Republican, one of the ablest
men and strongest Tariff champions in the State—who
had 2,256 majority in 1888—will be renominated and recletted by 3,500. In the XIth, Holdenan error
came from Virginia and Maryland during the war, and
remained in the rich farm country of the Cumberland
Valley. Cessna is again running in the XVIII.
Against him the Democrats have nominated H. F. Myers,
who is either a carpet-bagget there or in Harrisburg,
where he is esitior of The Fairiot, an out-and-out Free
Trade pancer, and the central ergan of the party of the
Protection—may be counted on by a majority of 50s to
so, but the district will bear watching. In the XVIIII,
Daniel J. Morrell is again running as the Republican
nommer, and will be entured by the assual Republican
momery and will be elected. He had 1,094 majority in
his bast fight. Arnastrong, in the XVIIII, brained, while a well
reflected by a good deal of fun. J

probably be renominated. But with either of the three the result is assured. The majority on our side is 5,000. The XXIVth and last Dastrict is at present represented in Congress by Donley, and will be again. He is renominated, and was elected last time by a unjority of 1,125, which is more likely to be increased than diminished.

The mathematical editor of The World might be able t The mathematical editor of The World might be able to show with great clearness that our delegation in Congress from Pennsylvania was certain to be broken. Delmar might do it—in fact, we have very little doubt he could; but we can't. Yet Delmar and the Arithmetic Man of The World are mighty in figures, and especially strong in statistics and returns. And there is no telling what would be the result in the Keystone State if the matter were left to such terrible fellows. But the second Tuesday of October will, we firmly trust and believe, show that the Republicans of Pennsylvania have again won, and again gladdened the hearts of us all by standing firm in their devotion to Freedom and Protection.

DAUPHIN.

THE ONEIDA DISASTER

THE OFFERS TO RAISE THE VESSEL-WHY THE

ONEIDA HAD NO MORE BOATS. Washington, D. C., Sept. 8 .- I am informed by a trustworthy correspondent in Japan that Capt Batchelder, an honest American, a friend of the Oneida officers, a man of experience and reputation in the raising of vessels, and entirely responsible for anything he assumes, made to Admiral Rowan of the Aslatic Squadron propositions of which the following are copies:

YOKOMANA, April 20, 1870.

**Advanced S. C. Rowan—Sin: I think I could raise the wreck of the Oncids by slinging her between two large vessels, and place her on the beach at Yokoska in asfety, and will endeavor to do so for \$9,000, all included, provided you will advance me \$30,000 to pay a portion of the heavy expense I shall have to incor, as the work progresses; the remaining \$60,000 to be paid within two months after the vessel has been ruised. All the battery, rigging, &c., to be removed before attempting to

repairs caused by the collision to the Ouetda, making one trip with the steamer, for the further sum of \$35,000 inclusive, and in case I find it impossible to raise the Ouetda, after making faithful attempts, any further sum expended by me to be at my own loss, and no further claim to be made for extens in case of failure on my part to raise the wreek of the Oneida. I would simply say that I would be willing to lose much time and some money before I would abandon the once noble vessel, and you see 6t to place the work in my hands. I trust that neither you nor our erument will have cause to regist it. Faithfully yours.

J. M. BATCHRIDER

PLAC-SHIP DELAWARE, TOKOHAMA, May 2, 1870.

J. M. BATCHELDEN, eq.—Siz: I this morning received your propose to cause the Obelda. I cannot make the advance you propose. I shall (\$400.000) the day you put the Oreida on the upper brach of Yokoska, or, in case she floats, I will receive her and pay the whole amount. I will also aid you by giving the use of sheet callies of the likebo, and allow the Monocacy to tow the wreck into port. Respectfully, &c., S. C. Rowan, Bear-Admiral Commanding Asiatic Squadron.

SECOND LETTER OF CAPT. BATCHELDER.

Rear Admiral S. C. Rowan-Sin: In answer to yours of the 3d in I beg to say I should be pieased to raise the Oueida on the terms you propose, but in onse of any unfor-seu accident causing a failure in raising said Opeids. I am unable to lose so large an amount, and I only ask th \$30,000 from Government. Should I not succeed, I should be a great loser, and receive nothing more, whereas you would receive a large portion of your money back in the battery, and materials saved from the wreck. In case you should see fit to advance the money, and would draw on the Government at sixty days' sight, or less, I could arrange easily

here for what money I required. Most respectfully yours,

J. M. BATCHELDER.

REPLY OF ADMIRAL ROWAY.

U. S. PLAG-SHIP DELAWARE, YOKOHAMA, May 10, 1870.

J. M. BATCHELDER, e.g.—Sir: I expected to have seen you after the last proposition was made by you to raise the Oneida. Am I to understand you have made your fast offer! I while to know before concluding other arrangements now in hand. Respectfully yours,

S. C. Rowan, Rear Ad'l Com'g Asiatic Squadron.

YORTHER OFFER TO RAISE THE ONEIDA WITHOUT ANY RISE TO THE GOVERNMENT.
YOKOHAMA, May 13, 1370,

Rear Admiral S. C. ROWAN-SIR: Referring to our conversation this date regarding my proposition to raise the Oneida, I am willing to accept your offer of $\pm 80,000$, provided you will advance me $\pm 16,000$ when the hattery, safe, &c., are recovered from the Oneids, and a further sum of \$20,000 when the venels are placed over the wreck, and chains attached to the same. I am fully convinced, from my own experience, that it will cost me fully \$50,000 to make the attempt to raise the Oneida, and should you wish I can give you a detailed statement of probable cost of my proposed attempt to place the Ouesida in safety on the bench of Yokoska. posed attempt to place the Ouchta in safety on the Marchelber.

Most respectfully jours, J. M. Baychelber.

U. S. Flagship Delaware, Yokohama, May 14, 1870.

J. M. BATCHELDER, esy.—Sin: I am is receipt of your communication of yesternay's date, in which you propose to raise the Oneida for \$80.00 provided that an advance of \$30,000 is made. I cannot, in justice to the Government, pay so large an amount for the recovery of the vessel and take all the risks of failure. I am, therefore, obliged to reject your offer. Very

8. C. Rowan,
Rear-Admiral and Commander in Chief U. S. Asiatic Fleet.

of yesterday's date, declining to accept my final offer to raise the Oneids of yesterday's date, declining to accept my final offer to raise the Oneida and make the required advance of \$0.000 when the battery was raised and \$20,000 when vessels were over and claims made fast to the Oneida is at hand. I regret you could not give the required advance. In justice to myself and my family, I caunot take less. Were I a rich man I would have cheerfully commenced work on the Oneida, relying upon the Goverument to repay me at some future time. The \$20,000 advance I required from you on secount of the link, was not the one-hof/if would have required me to have advanced ere I could have raised the Oneida. Most respectfully yours.

J. M. BATCHELDERL. SINGULAR ACTION BY ADMIRAL EOWAN.

At one time Admiral Rowan sent the following mem randa, bearing neither date or signature, to Capt. Bachelder, intimating that an offer of that kind would be accepted, but withdrew it when Capt, Bachelder acceeded to the terms: "MENORAND.

"When the guns, carriages, masts, spars, riggings, anchors, caldes, and money-chest are recovered and put in the Idaho, and when the clasins, face on a side, are made fast to the hulk, the Government will pay \$20,000 on account. And when the Oneida is securely allost in the harbor at Yokoska, or, in case she does not float in safety, she will be placed on abore, on a bottom free from rocks and stones, when tide is towest, with the injured part placed in the best position for remains, then the Government will pay \$20,000 more, and he free of all charges and claims whatever thereafter."

It seems strange that a historic ship, costing the Gov ernment more than \$200,000, and having on board personal effects of great intrinsic value to the friends of the martyrs, and which the Government should have spared no reasonable pains to recover, was not thought to be worth the risk of \$10,000. In fact, no risk was involved,

no reasonable pains to recover, was not thought to be worth the risk of \$10.000. In fact, no risk was involved, for the battery, spars, rigging, safe, &c., which would undoubtedly have been saved, were worth at least that amount. With ships over the wreck, and chains attached, comparatively all the expense and labor of raising the Oneida would have been over. But the offer was not accepted, and the ship, with her contents, is left to rain. Capt. Bathelder proposed to make the Oneida ready for sea for \$125.000, but it appears that nothing was done, nor was any person allowed to do anything. It is understood that arrangements for raising the Oneida were fully completed in the absence of Admiral Rowan, soon after the disaster occurred, but the arrival of the Admiral, while at Yokohama, seemed to be auxious to prove himself blameless, and Capt. Williams at fault, for not having more boats. The only man who was saved from the Oneida, and who knew anything about the matter should have been called as a witness. It is reported that Mr. Crowningshied, the captain's clerk, has stated that Capt. Williams made requisition for boats, and received as an answer, both verbally and in the Admiral's own handwriting on the back of the requisition, directions to vasif until he got to a cheaper port. Mr. Yates says that he was on a Board of Estimate and Survey with Le Maldeau, in the matter of boats, and that Capt. Williams told them to make the estimate as low as possible or the Admiral would not allow it. It may be said that in the Admiral's absence, Capt. Williams was the senior officer in Japan, and would have bought boats on his own responsibility, but the Admiral had refused the requisition and left orders to that effect. In regard to raising the Oneida, in one sentence Admiral had refused the requisition and left orders to that effect. In regard to raising the Oneida, in one sentence Admiral had refused the requisition and left orders to that effect. In regard to raising the oneida, in one sentence Admiral had refused the re

The Japan Mail, published in Yokohama, under date of July 16, says: "We firmly believe that an action would lie against the American Admiral or the United States Government in behalf of the relatives of the decased crew, for neglecting to have the Oneida properly supplied with boats, and if strict justice is invoked it is there that it must begin." The Mail is an English paper, in English pay and interest, and proper allowance should be made on that account; but it may tell some truth.

Those who, thirteen years ago, mourned the death of the great lyric poet of France, will be astonished to learn from a recent paragraph in a newspaper pubto learn from a recent paragraph in a newspaper published in Erie, Pa., under the heading of "The Brave Beranger," that "the old singer is again in the field, and is taking revenge for the slavery in which his beloved France is held." The "resurrectionist" of Pennsylvania even furnishes a specimen of the post mortem productions of the bard, and says that the verses, "although not printed, are chanted in every café in Paris, in spite of the police." All which should excite French gratitude as a set off against the losses "in the field."

After the hangman had done his work and indically stranged Love Constitute French printing.

idicially strangled John Owen, the latest English victim judicially strangled John Owen, the latest English victim of a barbareous law, he delivered the body to the phrenologists, who made a cast of the murderer's head. "Professor" Donovan, into whose hands the cast afterward fell, has given to the world a report of his analysis, which he sums up in these words: "Phrenologically viewed, this is the head of a man in whom the animal organs so far exceed in size the organs of the moral and the reasoning faculties, that nothing but the hardest labor and prevention from immoral seductions could have kept marything like safety." In other words, the man was morally and physically deformed to such an extent as to be unable to govern his evil propensities unless placed in the most favorable circumstances. To hang such a man is as disgraceful as to hang a confirmed lungstip.

AMERICAN SHIPS.

WHAT VESSELS ARE ENTITLED TO BEAR THE UNITED STATES FLAG-AN OPINION BY THE ACTING ATTORNEY-GENERAL. The following important opinion has just

en given by the Acting Attorney-General: been given by the Acting Attorney-General:

Hon. JNO. A. J. CRESWELL, Postmaster General—SIR:
Your letter of the 22d inst, addressing to the Attorney-General four questions hereinafter repeated, has received my careful consideration. The first of these questions is as follows:

"J. Is a clines of the United States entitled to the protection of this Government for any foreign result or vessels which he may purchase of a citizen of a foreign power, without a special act of Congress authorizing the same?"

"I he agness of the United States entitled to the protection of this Government for any forcing result or vessels which he may purchase of a citizen of a forcing power, without a special act of Congress authorizing the same!"

In considering this question, it seems clear to me that a citizen of the United States may lawfully acquire property in a forcing neesed or vessels, (meaning thereby vessels built without the limits of the United States, or otherwise excinded from the privileges accorded to vessels of the United States by the navigation laws), without a special act of Congress authorizing such acquisition. The right of property (in whatever is properly subject to that right, as vessels undoubtedly are), though regulated and protected, is not created by statute. On the other hand, both laws and constitutions, certainly those of this country, recornize this right as existing anterior to their enactment or adoption. Among the regulations of this right, none can be found in the Constitution or laws of the United States, forbidding the cilizens of this country to acquire property in foreign vessels. On the other hand, an early statute of the United States (February 18, 1793, 1 Stat. at Large, 306), expressly recognizes that there may be American property in vessels not of the United States. Accordingly, I have no hogitation in following the opinion of Attorney-General Cushing in treating vessels thus purchased as lawful property of the citizens purchasing the same, (Opinions, Vol. vi., p. 626). The right of the citizen to protection, and the duty of the Government to protection from dependance of the United States, are, in the words of your question, entitled to the protection of the Government of this country; the word spring protection from depredation or injury by foreign governments or persons. A paragraph from the opinion of Mr. Cushing, before cited, may, without omitting anything material to your question, be read as follows, and in that form has my entire concurrence:

"Upon full consideration, therefo

Castons officers of the funited states of the Government to protect any reaches a sequind by a citizen of the United States!"

I answer, without hesitation, with a complete negative. The Customs officers are not, by law, authorized to issue any paper or certificate "in evidence of the duty or obligation of the Government to protect any vessels so acquired by a citizen of the United States." These officers are created by statute, charged with duties, and clothed with powers, raised by statutes, and in no other way; and among all their duties and powers, as set forth in the slatutes of the United States, I cannot find the duty or power to issue such a paper as is the subject of your inquiry. Furthermore, the main purpose of such custom-houses and customs officers is not to certify or in any way to protect any property of its citizens. Their duties are, primarily, to attend to the collection of the revenue, and the same limitation which prevents the Navigation laws from making the vessels in question other than American vessels in any respect, save for the purposes of the custom-house and of the Navigation acts, disables the custom-house from certifying their American character in these respects, not of the Customs or Navigation laws. The third question addressed to the Attorney-General is as follows:

"3. Is the President, or the Secretary of the Treasury authorized to

General Cushins felt himself as liberty to speak of unofficial acts no such scope to my reply. You ask, "Is
the President or Secretary of the Treasuary authorized."
By the words "President" and "Secretary" I understand you to refet to each as an officer, to what each may
do officially, by virtue of his office; and by the word
"arthorized" I suppose you mean "authorized, by law."
Thus understanding your question, I answer that neither
of those officers is by law authorized to issue the document mention of the way of the secretary of the selfact, and the document would not be an official
act, and the document would itself have no
legal validity. The analogy between property of this
eliass and other kinds of property, which I have availed
unyself of in answering your first question in the affirmative, holds good in the respect now under consideration.
Being American property, not under, but by natural
right outside of the myingation laws, tection such as those
inve have created. It must be treated, not like "ships
or vessels of the United States," which the laws provide
with special certificates of national character, but like
the large mass of other property for which no such
special provision is made. Accordingly, I see no more
propriety in calling upon either of those officers
to issue a like certificate to American property of any
other description whatever that may be peculially exposed to mjury abroad; for instance, a horse, native or
foreign, owned by an American citizen and sent over the
Atlantic to take part in the English or French races.
Entirely within this view is the very appropriate lanforming the second of the conclusion of that carifer opinion of Mr. Cushing,
when the second of the general
rights of any property of an American." (Vel. VI., p.
649.) This conclusion is also in complete harmony with
the conclusion of that carifer opinion of Mr. Cushing is
(Vol., p. 650), as follows:

The question of shall particular opinion of Mr. Cushing to
complete the property and possessed of all th

misconstruction as to be peculiarly suitable to have been used in any subsequent statute which should attempt to classify the same things. Had these words of description been used in the statute referred to by you. "relating to the Postal laws," not only would there have been no difficulty in answering your question, but, further, there would from the reading of this statute have arisen in your mind no such question requiring an answer. Your difficulty arises wholly from the use in the statute of March 3, 1885, following in this respect that of June 15, 1860 (XII. Stat., p. 39) of a new designation, one nowhere defined in our laws, namely, that of "Americantycossols;" and it is of this undefined designation that you now seek to obtain from me the definition. You wish to be informed what is an "Americantycossols;" and its for this undefined designation that you now seek to obtain from me the definition. You wish to be informed what is an eitizens may own, as I have before stated, ships or vessels not entitled to registry; and they may lawfully own ships or vessels entitled to registry or enrollment, without registering or enrolling the same. (Opinion of Attorney-General Cushing, Vol. VI., 649). Thus there is such a fact as mere American ownership to answer the call of the descriptive term "American vessel;" and there is another postal statute, which, in its chief enactment, suppears imperatively to require that this meaning be given to the expression in question. "An act to provide for carrying the mails from the United States to foreign port, and for other purposes," approved March 25, 1864, (XHE Stat., 36) provides in its first section:

"Thet all stancers and sailing-resels belonging to cliticens of the United States, and house from any port in the United States to any foreign port or from any foreign port to support in the United States, shall before clearance, receive on hourd and securely convey all such mails as the Post Other Department of the United States, or any minister, consulted some such as the co

belonging to citizens of the United States," without distinction as to the nationality of the steamer or sailing vessel, and without reference to the fact of their having any nationality whatever, or not. Indeed, I think it might well be urged that these words, in their broadest sense, exactly expressed the purpose of Congress, which body did not intend that citizens of the United States should avoid the performance of the duty thus imposed upon their property in either of two ways—that is, by a transfer of such property to another nationality, or by declining to obtain for it the distinctive character of vessels of the United States. The same phrase, "belonging to citizens of the United States," belonging to citizens of the United States, "belonging to citizens of the United States, but the act of Feb. 2s, 1803 (II. Stat. at L. p. 260). Following this reasoning, I should construct this Postal act of 1864 as furnishing a definition of the otherwise undefined phrase, used in the Postal acts of 1869 and 1865; and should hold that a foreign vessel purchased by an American citizen, as mentioned in your first question, thereby became an "American vessel," within the meaning of the statute of 1865, referred to in your fourth. In support of this definition, also, this might be urged. The second designation of vessels used in the Navigation act of 1895, is that of "other vessels," a residuary term necessarily including all not comprehended in the first class, that is, all not registered or enrolled, and embracing, among these, vessels entitled to registry or curoliment, yet not registered nor enrolled. Nor even transferred to another nationality. But the second designation of the first term, "American vessels," would become necessary. But to this construction of its own terms, the Postal act of 1854 upon further examination, furnishes a contradiction. Its second section, which merely provides for the execution of its first, closes with the following emerican:

upon further examination, furnishes a contradiction. Its second section, which merely provides for the execution of its first, closes with the following emertment:

"And in case the master or commander shall fail to make eath or affirmation as sforcasid, showing that he has delivered the mails placed on board his steamer or ressel in good faith, the said steamer or ressel shall not be entitled to the privileges of a steamer or vessel of the United States."

and customs officers a not to cutcher givernment by protect any property of its clittens. Their duties are primarily, to attend to the collection of the revenue, and primarily, to attend to the collection of the revenue, and the primarily to attend to the collection of the revenue, and the primarily to attend to the collection of the revenue, and the property of the primarily to the collection of the revenue of the collection of the revenue of the collection of the primarily to the primarily to

THE BIG-HORN EXPEDITION.

FAILURE AND ABANDONMENT OF THE ENTER-

PRISE.

A correspondent of The Missouri Republican gives the complete history of the tribulations and difficul-ties of the Big-Horn exploring party, which resulted finally in the failure of the scheme. The particulars of

the final flusco he narrates as follows:

tice of the Big-Horn exploring party, which resulted finally in the failure of the scheme. The particulars of the final flasco he narrates as follows:

Two days before reaching the Grey Bull River the party were overtaken by a detachment of soldiers, numbering 80 men, under the command of Lleut. Wheelan of the 2d U. S. Cavalry, armed with two orders from the War. Department, one to stop the expedition if it had not reached Twin Creek, near Miner's Delight, the other to the effect that if the expedition had passed Twin Creek the leaders were to be communicated with immediately, and notified that if they attempted to go into the Big-Horn Mountains, or upon any Indian reservation, force would be used to bring them back. This sudden intelligence was mortifying to the Big-Horners, but it was seen at once that amid the dangers that encompassed them it would be madness to buck against a positive order from Uncle Sam. All the men were drawn up in line and the orders were read to them by Lieut. Wheelan. Those who still persisted in their intention of going to the Big-Horn were requested to indicate their intention by stepping out from the ranks. There was some nurmuring and grinding of teeth among the men, but no one moved out from the ranks. Judge Kuykendail stated that the intention of the party was to proceed to the Grey Buil River, establish there a permanent camp, from whence they would prospect the country along the Grey Buil. River, establish there a permanent camp, from whence they would prospect the country along the Grey Buil River, establish there as dother streams in that region that were known to be on Government lands, and lying between the Crow and Shoehone reservations, and west of the Big Horn Mountains. He also pledged himself and men that they would not go upon any Indian reservation to work, nor into the Big Horn Mountains. Lieut. Wheelan, having received these promises, and being antisfied that they would not be violated, returned to Camp Schaunburn at Atlantic City. The day after arriving in perman

of Indians, supposed to be "Sheep-Eaters," renegades from the Crow and Snake tribes, were discovered, but they immediately fied on scring the party. On returning to camp a general consultation was held. The prospects for successful discoveries were voted gloomy. It was known that aplendid indication of gold and silver existed in the victnity of the north fork of Wind River, but as the locality was on the Shoshone reservation, it was impossible under the pledges given to the military authorities, to do anything in the way of mining. The same was true in regard to the much-coveted Black Horn region. It was thereupon resolved to break up and separate. The expedition then divided, 56 of the party left for Montana in addition to those already gone in that direction, while the remainder of the men, numbering is, under Judge Kuykendall, returned to Cheyenne by nearly the same route which they went out by. By cut-off in returning, about 30 miles of travel were saved. Thus ended the Big Horn expedition—"in a horn, emerging from the small end thereof. Still the leaders are quite sanguine in the belief, that if they had been permitted by the Government to go east of the Big Horn Mountains, the expedition would have been sufficiently strong to have worked its way into the mountains, and therefore permitted by a country that is well-known as a rich agricultural and grazing region, and which is generally believed to be exceedingly rich in deposits of the precious metals.

FISH-BREEDING IN CENTRAL PARK.

The following communication has been addressed to the Commissioners of Parks, proposing the es-tablishment of fish-breeding operations in the waters of

Central Park:

The Hon. PETER B. SWEENY, President of the Department
of Public Parks in the City of New York.

DEAR SHE: On behalf of the Fishery Commissioners of
the State of New-York, I desire to communicate with
your Board on a matter in which you can be of very
great assistance to them in the performance of their duties, while you will at the same time gratify the public,
add much to the beauties and attractions of the great
pleasure-ground under your charge, the Central Park,
and help in the development of an important national
source of wealth.

The Central Park contains within its limits two large

and help in the development of an important haddon's source of wealth.

The Central Park contains within its limits two large lakes, several small pends, a number of springs and lakes several small pends, a number of springs and lakes through the control of the citizens, except by the water from the Croton Aqueduct and other sources.

Hitherto these pends and lakes have been valueless for the instruction or benefit of the citizens, except by the beauty they lend to the landscape and their use as skating ponds during the few cold days of Winter when they are frozen over. The purpose of the Fish Commission is to utilize these waters, make them productive it possible, and through them interest the public in that new, practical, and valuable science, fish rulture; to convert them at once into schools of instruction as well as sources of much additional enjoyment, and perhaps even of some actual profit.

I desire to suggest to you the propriety of establishing aquaria and fish-breeding troughs and works in connection with the pends and springs in the Park. Not having examined the waters critically, an operation which will come in more regular after your approval of the general scheme, I cannot state positively to what extent fish culture could be carried, but I arm well aware that for ordinary purposes nothing more is required than what the Park offers. The breeding of trour, salmon, salmon-trout, whitefish, and similar varieties, would be mainly a matter of public amusement, and to familiarize the people with a process which is now looked upon as rather theoretical than practical, and which is appreciated and comprehended by but very few. The operation, however, could not fail to be exceedingly interesting, more so than most features of a zological garden; for by a simple arrangement the process could be made visible to all in its every stage, from the laying of the eggs here fecundated and the young thus produced, could, if they should become superabundant, be distributed throughout the State to those anxious to s

Huningue.

In the ponds where the water is still and grows warm in Summer, and which are consequently not adapted to trout, perch, black base and other coarser species of fish could be raised in an abundance that would doubtless fully stock them, so as to make them in several ways more attractive than at present. Through their use some important ichthyological questions could be settled, and the attempt of importing foreign fish made. Acclimitization as applied to fish culture is yet almost an unexplored field of scientific research. We import plants, vegetables, trees and domestic animals from all parts of the world, and find great profit in so-doing. Some of our most valuable cereals have come from the east; sorghum is one of the latest additions to our vegetable wealth, and many of our most beautiful flowers have been obtained from Japan and China within a few years. The crossing of our horses and cattle with foreign breeds has been found to improve them greatly, and the leading European strains are as well known here as there; while the improvement of plants under change of climate and domestication has been in certain cases remarkable.

By analogy of reasoning there seems no impediment to our having in the rivers and lakes of America the best varieties of fish that exist anywhere throughout the world. Certain kinds of creatures seem to attain fuller development in certain districts, but having attained it, they keep their distinguishing attributes under all circumstances afterward. The trout of Maine often grow to a weight of ten or twelve pounds, whereas those of uningue. In the ponds where the water is still and grows warr

they keep their distinguishing attroduces afterward. The trout of Maine often grow to a weight of ten or twelve pounds, whereas those of most of our streams will not number as many onness. The carp of Europe is famous as an epicurean luxury whereas our carp is scarcely worth cating, both from deficiency in size and flavor. No place is so admirably adapted to settling questions such as are raised by these suggestions, as would be a proper fish-breeding establishment in the Central Park, while it would at the same time gratify the public curiosity at a meter trilling expense.

I will not go into any extended consideration of the subject, or follow it up in detail, but merely present the most prominent peint, that, as a matter of increased at tractiveness in connection with the zoological garden which is being slowly formed, it would be well worth a

tractiveness in connection with the zoological garder which is being slowly formed, it would be well worth ital. As one of the Commissioners of Fisheries, an living in the City of New-Yerk, I will be happy to give the éstablishment and its operations personal supervision, so far as your Board shall think desirable, and shall be host happy to lend all the assistance in my power Yours, very respectfully.

Romear B. Roosevellt.

Commissioner of Fisheries of the State of New-York.

DEPARTURE OF FOLEIGN MAILS.

SATURDAY, SEPT. 10.

Mails for Europe via Queenstows and Liverpool, per steamship City on Lomion, from Pier No. 45 N. R., class at the Post-Office at 12 M. A supplementary Mail, for paid letters only, made up on Pier No. 45 N. R. ational law belligerent the short the short the short shipmaster of the short shipmaster (city of Merida, from Pier No. 17 E. R., c'ose at the Post-Office at 2 o'clock

City of McHail, from Pier No. 1 t. R., cose as fee Post-Omee at 2 o cap. m. Steamship sails at 3 p. m.

Mails for Hayli will be sent about this date, per steamship City of Post-Prince, sails from Empire Stores, Brooklyn.

SUNDAY, SECT. 11.

All Mails close to-day at 11 o'clock a. m. The Post-Office is open frog a. m. to 11 a. m.

No Steamship Mails, MONDAY, SEPT. 12. NEWS PACKAGES FOR THE PRESS.

Captains and present of vessels artiving at this port are requi-deliver packages addressed to the New-York Associated Press, persons exhibiting the written authority of J. W. Simonton, of Agent. News packages for the Journal of Commerce, Tunes, The World, Sun, Express, Krening Post, Commercial discretise, Zeitung, and New-Yorker Demokrat should also be delivered of

Port Lastings	Flaces. Atmosphie. There as a savannah. Reining. 70 Augusta, Ga. Cloudy. 72 Oawego. Clear. 70 Buffalo. Clear. 70 Flitshargh. Clear. 73 Chicago. Raining. 70 Cheago. Raining. 70 Mobile. Clear. 76 New-tricana. Clear. 76 Key-West. Clear. 81 Auvana. Clear. 84 Havana. Clear. 84
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SHIPPING INTELLIGENCE.

CLEARED.

Steamships—Varuna, Spencer, Galveston and Ker West; Ann Eliza, Richards, Philadelphia; E. N. Fairshild Smith, Philadelphia.

Ship—Palmyra, Martin, Bristol, Eng.
Bartas—Albert, Maxwell, Liverpool; Alexander, Tyler, Liverpool; Henry Buck, Nichola, Baenos Ayres; Thomas, Snedsen, Havana.

Brig L. Staples, Harriman, Civita Vecchia; Marguestie, Taffernel, Martinique, Wolfville, Cook, Pernamburo.

Sehrs.—W. H. Hatheld, Hatheld, Halifax; Humming Bird, Snoth, St. John, N. B., Roswell, Copp, Galveston; Sarah, Cohb, Philadelphia; Mary H. Banks, Baker, Port Jobsson.

St. John, N. B., Roswell, Copp, Galveston; Sarah, Cobb, Philadelphia; Mary H. Banks, Baker, Port Johnson.

Steamship Kleria, Harrison, Liverpool Ang. 23, and Queenstown 24th, mdee, and pass.

Steamship Isaaca Bell, Bourne, Richmond, City Point, and Norfolk, undee, and mass.

Ship Wan, M. Reed, Stinaon, Liverpool July 29, undee, Ship Good Hope, Ingersoll, Harre 26 days, ballaset, Bark Cornwailla, Aileu, Windsor, N. S., 10 days, ballaset, Bark Cornwailla, Aileu, Windsor, N. S., 10 days, ballaset, Bark Kins Barm, Vensey, Bermuda 5 days, ballaset, Bark Kins Barm, Vensey, Bermuda 5 days, ballaset, Bark Kins Barm, Vensey, Bermuda 5 days, ballaset, Bark Carle & Auguntse, Liste, Singapore 136 days, mdse.

Birg Gem, Niel, Barbasioes 19 days, sugar, Pro Humming Bird, Stephens, Windsor, N. S., 10 days, plaster.

Birg Lacda, Athinson, Rockiand, N. B., 11 days, building stease.

Birg Maarene, Murphy, Windsor, N. S., 10 days, building stease.

Birg Maarene, Murphy, Windsor, N. S., 10 days, building stease.

Birg Maarene, Murphy, Windsor, N. S., 10 days, building stease.

Schr. Comrade, Baie, Pera 27 days, rubber, gaits, &c.

Schr. Corarie S. Webb, Rowland, Georgetown, D. C.

Schr. T. W. H. Waite, Smith, Georgetown, D. C. Schr. Julia Clinch, Mahoney, St. John. N. B., 7-days, lumber

Schr. J. W. H. Waite, Smith, Georgetown, D. C.
Schr. Julia Clinch, Makonay, St. John. N. B., Tdays, humber.

Boavon, Sept. B.—Arrived, steamship McClellan, from Bathmore; barks Sisters, from Archangel; White Cloud, from Philadelphia.

Forthers Monnon, Sept. B.—Arrived, bark Virginia Dark, from Callae, for orders: birk Perseverance, from Sauto, for orders.

Say Francisco, feept. B.—Arrived, ships Cutwiter, from Boston, Herman and Emma, from Hamburg: bark Theress, from Macilla; birg Begons, from Corenil. Salled, ship Sea Serpent, for Hong Keng.

For Relon Portes.

Guernstrown, Sept. R.—The steamship Scotia, from New York for Liverpool, arrived and proceeded.

DISASTERS.

The steamship Wm. Kennedy, from Boston for Baltimore, which broke her shaft in Viney and Sound, was towed lack to Boston by steamship McClellan.

The bark Arthur Kinsman, from Baltimore for Portland, before reported foundered, had a cargo of 265 mas of coal for the Portland thase Works. The vessel was valued at \$20,000, about half incured.

The bark Polithoat, was taken into Newport on the 8th flat.

The bark Virginia Bare, Bishop, at Fortrees Monroe from Callao, for orders, lost sails and fore and main topmasts and radder at Sept. I, South of Bermuda. She had the gale for three days.

The bark Virginia Dare, Bishop, at Fortrees Monroe from Callao, had a heavy gale on the 31st of August, of Bermuda, icot sails, dove bulwarks, and succasical other damages. Capa. Bishop was hunched down in a heavy gale on the 31st of August, of Bermuda, icot sails, dove bulwarks, and constanced other damages. Capa. Bishop was busched down a heavy gale on the 31st of August, of Bermuda, icot sails, dove bulwarks, and constanced other damages.

Religions Notices.

Attorney-st. M. P. Church, between Delascev and Rivington sts.—Presching by the Paster, Rev. J. P. SWIFT, SGRDAY at 104 a. a Subject: "The man-Jesus." At 75 p. m., subject: "The Heavens de clare the 60 ory of 610." clare the Glory of God."

Annociation Hall.—The North-West Reformed Church will resome its services in Association Hall, corner of Twentr-third-st. and
Fourth-Arm. on SUNDAY MORNING, 11th inst. at 10g a. m. The
Pasior, Rev. H. D. GANSE, will preach. At Apollo Hall, Brondway and Twenty-eighth-st. WILLIAM DENTON will speak before the Society of Spiritualise Chapel of the Collegiate R. D. Church, Seventh are, ner Pifty-fourth-st., Rev. WM. H. CLARK, Pastor.—Divine Service MORROW at 10 a. m. and 24 p. m. Suntay-school at 9 a. m. and 24

Church of the Transfiguration. Let. G. H. HOUGHTON, D., Rector. Summer Services Sundays Holy Communion, 7 a. m.

Second and Third aves.—Rev. ABBOTT BROWN, businer, Services on SUNDAY, Sept. II, at 10 a.m., and 49 p. m. Sunday-school at 21 select Central Bapties Church, Forth-record at, forth-second Services and Eighth-aves, man Breadway.—Presching by the Pastro Rev. PRRD, EVANS, at 109 a.m., subject: "Referred Company, about 11 p. th., sendered Services, and Se

Central M. E. Church, Seventh-ave, near Fourte English Lutheran Church of St. James, East Pich

Sabbath-school at 24 p. m.

Evangelical Latheran Church of the Holy Trinity.

The opening of this church will be postponed until SCRIAY Data
incl. owing to the Pastor's absence.

Eleventh Presbyterian Church.—Rev. F. F. ELLING
WOOD, D. D. will occupy the naint of the Eleventh Presbyterian

First Free Buptist Church, Serenteenth st., wort Stell are. Serrices every SUNDAY at 104 a. m. and 7 p. m. Rev. BUBERT CAM. EBON will preach next SABBATH MORNING and EVENING. Sma-day-school at 94 a. m. and 2 p. m. Advanced at \$\frac{1}{2}\$ a.m. and \$2\$ p. m.

Prec Methodist Annual Conference for the Sassyuchawa District, will be held at New York at the Prec Methodist Meeting House on Porty-eighthest, near Nikthawe, commeteing on WEDNEDDAY, Sept. 14, at \$2\$ a.m. and continuing each day and over the SASHBATH, Rev. B. T. ROBERTS of Rochester, our General Superintendent will precise. Prochers, delegates and 'the sainthe 'will be supplied with accommodations by applying at the 12 recompany as above. Peraching ever day at 2 and 120 p.m. The public are contributed in the precise the day and the still precise in the sainthest of the precise the sainthest of the precise and the sainthest of the precise at the sainthest of the precise the sainthest of the sainthes

now.

Free Methodists in New-York.—There will be principled our meeting botse, in Porty-eighthest, near Ninth-ave, EVERY DAT the couling week, commenting on WEDNESDAY. Sept. 14, at 2 p. m., and each and every day toltowing, at 2 and 7 p. m. You are cordially

Free Methodists .- Preaching TO-MORROW at 10 1, and 7) p. m. at Porty eightnest.

Free Methodists are not Secession's to but a Society formed of preachers and members thrust out of the Methodist Episcopal Church for during to walk in the old paths. The friends of Westernu Methodism are carnessly invited to come to our meeting house in Forty eighth st. near Ninth-are, and hear and see a peculiar people, resised of good

Grace Chapel (free seats), East Pourte-athet, Rev. JOHN W. KRAMER, Minister in charge. Services on SUNDAY at 11 a.m. as 2.30 n.m. Halv Communion in the morning. Strangers are conduct

free. Strangers couldn't invited.

Judgment on the Nations.—The Messenger of the comin
King of Glory with presch in the University. Washington square, of
SUNDAY at 7 p. m. Seats free. Subject: "The Seven Last Plagues."

m. Sunday-school at 9 s. m.)

Murray Hill Presbytering Church, Fortieth-st. near Let

Murray Hill Presbytering Church, Fortieth-st. near Let ington are. Services on SABHATH at los a. m. by the Paster, Rev. GEORGE S. CHAMBERS.

Monthly Concert of the Morning Star Sunday-school, 120 West Twenty fourth-st.—Will be addressed by Rev. EUWARD EG GLESTON, Rev. ROBERT CAMERON, Also, FANNY CROSSY ex-pected SUNDAY, at 2 p. m. North Dutch Church, corner of Palton and William 22. Series every 848BATH, at 10j. a.m. and 7j. p. m., by the pastor, Rev. J., McNAIL, Devotional singuis-meeting on WEDNESDAY RVEN. NG at 8 o'clock. Falton Street Daily Noon, Prayer-Meeting is held in be same church.

North Presbyterian Church.—There will be preaching in this burch cor. Ninth are, and Thirty-first-st., at 10; a. m., and 7; p. m. or ABBIATH.

New-York Port Society.—Next SUNDAY being the Sixth Anniversary of the present pasterate, a Historical Sermon will be presented by the Rev. E. D. MURCHY, at 10g a. m., at the Characte core of Catal arine and Mathanesias. Members of the Beart and the public

New-England Congregational Church. Rev. JAMES S LANE, of Andover, Mass., will preach SUNDAY, at hip a. m. and 71 p

preach in the Presbyterian Clausen, cor. Houston and Thompson etc. flev, W. W. Page, on SABBATH at 10) a. m. and 7 [p. m. All welcomed. Rev. H. D. Northrop will preach in the West Twenty-third st. Presbyterian Church, near Seventh are, on SUNDAY, at 10] a. m. and 3

Rev. O. B. Frothingham will resume his services in Lyrie Hallighthave., between Forty-brat and Forty-second sts. on SUNDA

Rev. Hugh Smith Curpenter will preach in the chapel of the Polytechnic Institute, Living-ton-at, near Coart-st, Broadsign, TO MORROW MORNING and EVENING. Services at 10½ a.m. and 7.p. m. feats free, and all are cordially invited.

Rev. Dr. Wescert will greach in Plymouth Esptist Church, Fifts-fist-st, between Ninth and Tenth-aves. SUNDAY, at 10½ a.m., on "Sahbath-Schools," and at 7½ p. m. to Young Ladies. Sauday-school at 9 and 2.

Reopening.—The Willett-st. M. E. Church, having been closed for thorough renewal, will be reopened on SUNDAY, the Illuliant, Presching at 19:20 a.m. and 7:10 p. m. Sacrament of the Leel's Supper at 3 p. m. The Sanday-school will meet in the now attractive fecture-room, at 9 s. m. and 2 p. m. Seats free, and old and new trends are invited to be present.

JOHN 8. HAUGH Pastor.

Rev. Ralph B. Hoyt will preach (copal Free Church of Our Lord, corner Eigh at 10 a. m. and 7 p. m. A cordial welcome

St. Paul's Reformed Dutch Church, Reservoir square Fortieth at., between Pith and Sixti-aves.—Rev. ALEX. R. THOMP SON. D. D., Pestor. Please God, Divine Service on SUNDAY, 11th inst., at 1th o'clock a. m., and 15 o'clock p. m. Sunday-school and Children's Service at 9 o'clock s. m.

Service at 9 o'clock a. m.

Seventh-st. M. E. Church, Serenth-st. near Thirl-are...
Proaching on 8ABBATH MORNING at 10i o'clock and in the RVKN
ING, at 74 o'clock, by the Paster, Rev. C. BACKMAN. Sacramenta
Services at 31 p. m. Prayer Meeting at 64 p. m.

St. Luke's M. E. Church, Porty-dist-st., near Sixth-are...
Preaching on SUSDAY, 11th inst., by Rev. C. S. HARROWER, Paster

Seventecath-st. M. E. Church, between First and Secondaron-Rev. J. S. Will. IS, pastor, will preach SUNDAY MODINING and EVENING. Seats bes. EVENING. Seate free. Praver-meeting, 4-p. m.

Second Advent Church, Cooper Institute. Room 24.—Preaching
TO-MORROW (Sanday), by Elder S. W. BISHOP, or 16½ as. m. and
3-p. m., on subjects counceted with the fulfillment of —Prophery as Now
Taking Place on the Earth, "All are contiably invited to attend. Seate free.

St. Paul's M. E. Church, corner Fourth-ave, and Tweetts
second-st.—Ret. Dr., DOSEPH HOLDIGH will presch SUNDAY MOIN.
ING next, at 10½ o'clock, and Rev. Dr. JOHN LANARAN at 7% in the
evening.

ING next, at 104 or clock, and nev. Dr. JOHN MANAGAS of the sevening.

St. Thomas Parish... The new church, Fifth ave., cor. Fifty thirdest, will, by Divine permission, be opened with appropriate services on THURNDAY, Oct. 6, at 11 a.m. On SUNDAY, Sept. 18, and the intervening Sanday, the usual services may be expected in the Church of the Resurrection, Mallonnare, cor. Protreservinesh, at 104 a.m.

The East Baptist Church, cor. Mailson and Gonverner-ets, having been closed for carpeting and repairs, will be respected TO-MOHROW. Practing at 104 a.m. and 74 p. m. by Pastor, JOHN Q. AlbaMS. He will also preach at 14 p. m. in the chapel, No. 7 Seventhaye, All are invited.

The Church of St. John Baptist (Episcopal), Lexington ave. cor. Thirty-fifth-st., baving been renovated and decorated, will be fix OPENED on SUNDAY Sept. II. Service a. m., its o'clock, p. m., 3. In the morning, the Holy Communion will be celebrated. Rev. Dr. DUFFIE, rector, will preach. Residents in the neighborhood and stranges are cordially invited to attend. are condially invited to attend.

The Rev. T. M. Dawson, Paster of the Seventh Prestyterian
The Rev. T. M. Dawson, Paster of the Seventh Prestyterian
The Rev. T. M. Dawson, Paster of Bromes and Ridge at. having returned from hurope, will

harch, cor. of Broome and Ridge at , having returned to a reach TO-MOCROW, [0] a. m. and 7] p. m.

The Rev. Abbott E. Kittredge will preach in the Presby terian Church, Pourthava, corner Twenty-second-st.—Rev. Dr. Cres-by a-SABBATH morning, 10g ocheck.

The Church of the Covernant (Preshvierian), cor. Park (4th)
Ave. and Thirty-fith-st.—Rev. GEORGE L. PRENTISS, B. D. Paster,
will be reopened for divine aervice To-MORROW. 11th inst. Presading
by Rev. T. Kalston Smith at 10g a. m. and 4 p. m.

Thirty-secventh-st. M. E. Church, near Third-ave.—Presch
ing TO-MORROW by the Paster, Rev. T. H. BURCH, at 10g and 24.
Sabbath-school at 9 and 2.

rabbath-school at 9 and 2.

The March of Idens.—The Rev. W. CLARK of Milan, Italy and Dr. J. P. THOMPSON will peak at the Broadway Tabernovic Course on SUNDAY EVERING. Sept. 11, on the "Work of Exangelization is Europe opened by the war." Service to commence at 13.

Unity Chapel, Harlem, Our-hundred and twenty-eighth-st, and Fourth-ave, will be opened To-MORROW, morning and sections. Services 10; a m. and 7; p. m. In the evening the Pastor, Rev. W. T. CLARKE, will give a Lecture on "Crime—Causes and its Cure." Strangers University-place Presbyterian Church will be open TO-

MORNOW

The Teachers' Association of The Raprist Sandar School
Union with meet with the Stanton et. Baptist Church, in Stanton et.
near Chrystel, on MONDAY EVENING next, at 7:33 actiock. All ast
affectionately levited to attend. Addresses will be delivered by Ser.
T. KDWIN BROWN of Rochester, N. T. Sev. J. J. IRKOLNER, as
others. Though the second of the secon

A Religious Sucrety can Rent LYRIC Hall os Saulas-ite apper hall in the morning and the grand hall in the security at the half, 723 Sections. Hall to Let, in Twenty-fourth-st., for religious and social par-

Nexton's position desired is a car Charek; thoroughly quilled Address ALPHA. Tribuse Office.

Machinern.

DROPELLER ENGINE FOR SALE. Antioch Baptiet Church, 35; Blackerst.—Rev. JNO. LOVE, jr., the Partue will project at 19:30 a. m. and 7:30 n. m. Scote from One Propeller Rugina, 46 inch or linder by 3 feet strate.
TURN TURNAL BULLER. Apply to
CHARLES W. COPPLAND 64 Recedent. New York.